

Phone : 4262326, 4262416, 4262518, 4262923
FSSD : 4111119, 4111075, 4111042
Fax : (977)-1-4262516, 4111198
e-mail : cnsatm@mos.com.np
Cable : AIRCIVIL
AFTN : VNKTYAYX



CIVIL AVIATION AUTHORITY OF NEPAL

Head Office, Babar Mahal, Kathmandu, Nepal

Flight Safety Standards Department

Ref. No. FOD-074/75
Cha No. 60

(Tel: 4111075, 4111042 and 4111119, Fax: 977-1-4111198)
Advisory Circular 01/18

Date: 13th July 2018

To,
Accountable Manager

Air Dynasty Heli Service, Sinamangal
Fishtail Air Pvt. Ltd., Sinamangal
Mountain Helicopters Pvt. Ltd. Sinamangal
Prabhu Helicopter Pvt. Ltd., Sinamangal
Shree Airlines Pvt. Ltd, Sinamangal
Simrik Air Pvt. Ltd., Tinkune
Altitude Air Pvt. Ltd., Sinamangal
Heli Everest Pvt. Ltd., Tinkune
Kailash Helicopters Pvt. Ltd.
Manang Air Pvt. Ltd., Sinamangal

Subject: Advisory Circular

In reference to the accident of Simrik Air (Helicopter Reg. No. 9N-ALR) during landing at Grande International Hospital Helipad on 30th June 2018, please find the attached Advisory Circular for your necessary action.

Deepak Kr. Lama
Dy. Director
Flight Operations Division

C.C.:

Deputy Director General -2sir for your kind information
CAA Nepal Head office, Babarmahal, Kathmandu

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Head Office, Babar Mahal, Kathmandu, Nepal



Ref. No.:

Date:

**Civil Aviation Authority of Nepal
Flight Safety Standards Department**

Advisory Circular

Subject: Aircraft rotation while in contact with the ground with power ON.

Purpose:

This Circular provides information to the problem of helicopter start rotation while light contact with the ground with power on. This will provide the pilot with the information on the cause and precaution he/she should take to reduce the likelihood of rotation. All operators are hereby advised to strictly adhere to the recommendations contained in this circular.

Issue:

During landing at rooftop helipad, the helicopter touched down at the helipad and after few seconds the helicopter started to rotate towards right with rotor turning and continued rotation. During rotation the helicopter moved towards the edge of the helipad and roll over to the left resulting substantial damage to the aircraft. The helicopter settled down on the lower floor with no injury to the sole occupant pilot. The pilot has not made any effort to stop rotation.

Safety Recommendations:

1. After touch down the collective lever must be fully down and locked before reducing power.
2. The yaw pedals must be in neutral position before reducing fuel flow lever.
3. If sudden rotation start, the engine should be shut down before it start rotating for more than 45 degree.
4. The pilot should be briefed and trained to prevent such accident in future.
5. The pilot should be given ground class to understand helicopter aerodynamics.